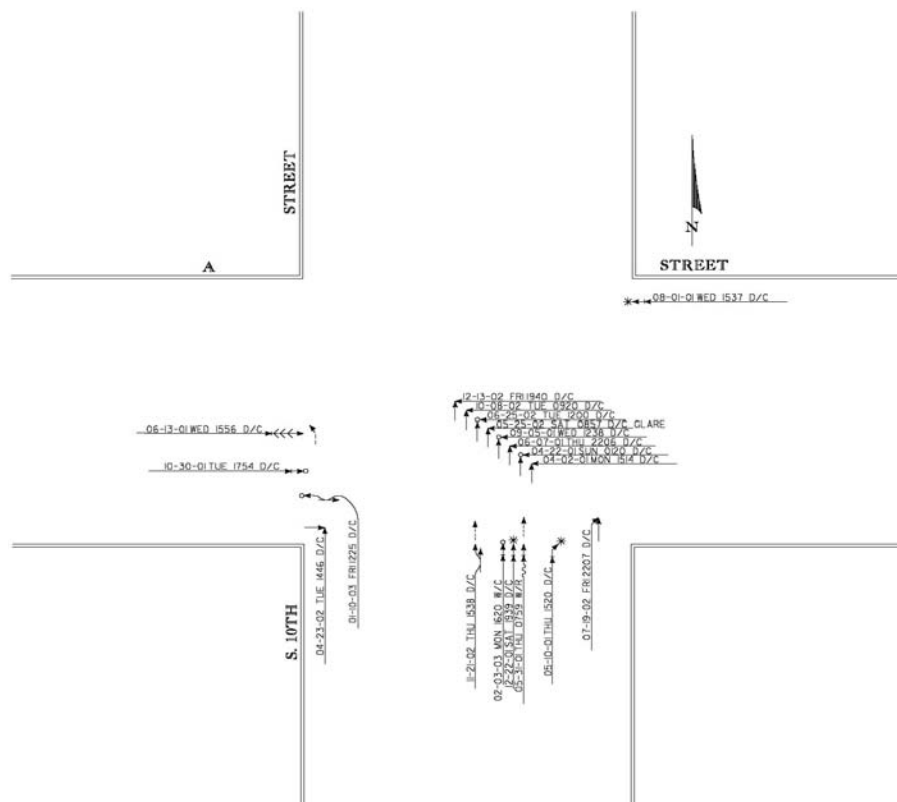


BEFORE

Time Period: 2/7/01-2/6/03

Crash Pattern: WB Right Angles



Total Crashes in Before Period: 19



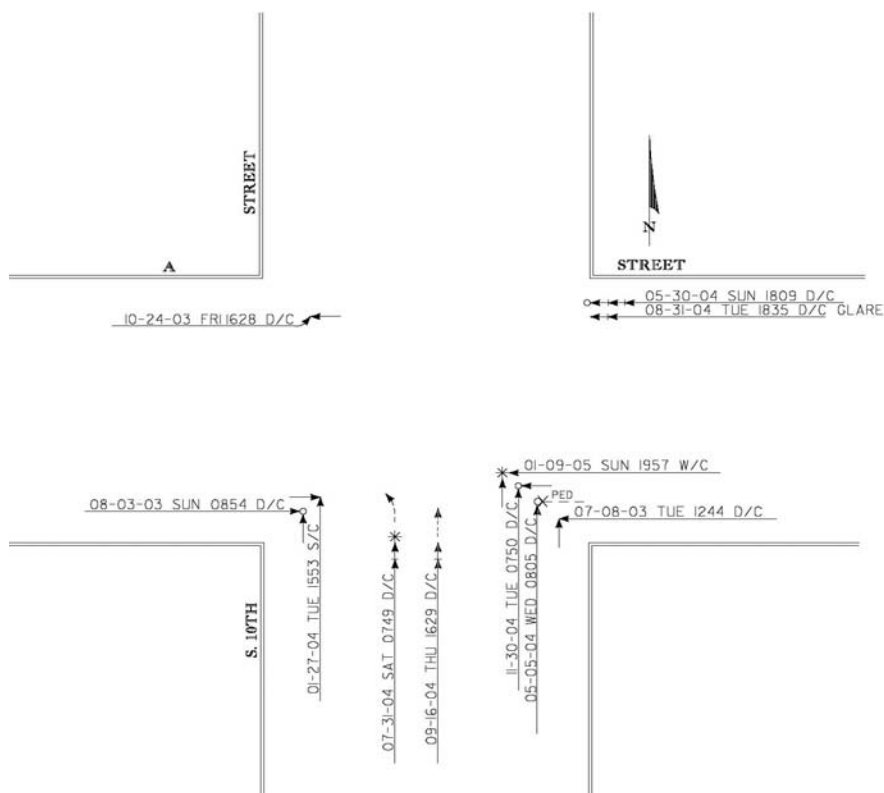
10th Street and A Street - Northbound Approach (Before)

5.3 10th Street and A Street

AFTER

Countermeasures: Installed Side Mount Signal Displays
Improvement Completion Date: February 7, 2003

Time Period: 2/7/03-2/6/05
Speed Limits: NB Arterial- 35 mph
 EW Arterial- 25 mph



Total Crashes in After Period: 11



10th Street and A Street - Northbound Approach (After)

5.3 10th Street and A Street

COMPARISON

Countermeasures:

Installed Side Mount Signal Displays

Improvement Completion Date:

February 7, 2003

	Before	After	Change
Analysis Period	2/7/01-2/6/03	2/7/03-2/6/05	-
Primary Crash Benefit			
Total Number of Correctable Crashes	3	3	0%
All Other Intersection Crashes	16	8	-50%
Intersection Crash Experience			
Injury + Fatal Crashes	6	4	-33%
Property Damage-Only Crashes	10	5	-50%
Non-Reportable Crashes	3	2	-33%
<i>Total Number of Intersection Crashes</i>	<i>19</i>	<i>11</i>	<i>-42%</i>
Total Intersection Benefit			
Crash Rate	1.11	0.64	-42%
EPDO Rate	3.99	2.63	-34%
EPDO Number*	68.37	45.08	-23.29

Cost of Property Damage Crash: \$ 6,200
 Total Benefit (12 months): \$ 144,398
 Equivalent Uniform Annual Benefit (EUAB): \$ 232,840

Total Cost of Improvements:

Equivalent Uniform Annual Cost (EUAC): \$ 120
 Initial Cost: \$ 1,150

Benefit-Cost Ratio:
$$\frac{\$ 232,840}{\$ 120} = 1940.3$$

Net Benefit (Present Worth): \$ 232,840 - \$120 = \$232,720

**Change NOT Statistically Significant at 95% Confidence Interval*

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